

7/6

1828

Navarin

EXPLANATION of a VIEW of the BATTLE of NAVARIN exhibiting in the PANORAMA, STRAND.



1 Asia

2 Egyptian Admiral

3 Turkish Admiral

4 Hind

5 Egyptian Double Banked Frigate

6 2 Turkish Frigates

7 Dartmouth

8 Syrene

9 New Navarin

10 Mount Timathia

11 Fire Ships

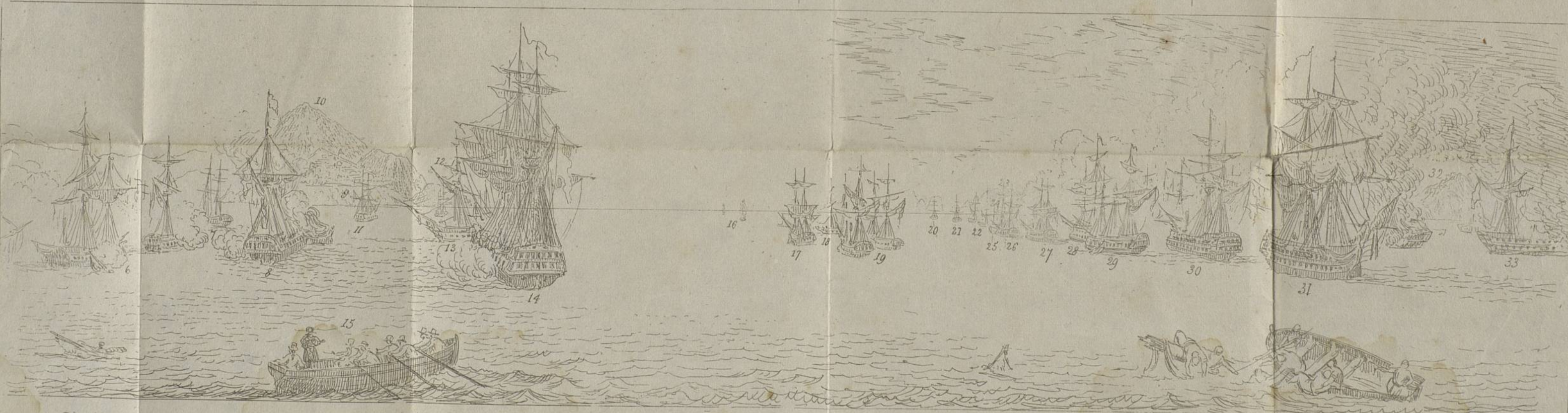
12 Brisk

13 Trident

14 Scipion

15 Col. Craclocks Boat

16 Entrance to Bay



17 Philomel

18 Musquito

19 Fire Ships

20 Cambrian

21 Glasgow

22 Island of Sphacteria

23 2 Russians

24 Forts on the Island

25 Rose

26 Talbot

27 Armide

28 Alexander Newki

29 Russian Frigate

30 Russian Line of Battle

31 Azoff

32 Old Navarin

33 Breslaw

34 Explosion of Fire Ship

35 Albion 36 Genoa

10.



DESCRIPTION
OF A
VIEW OF THE BATTLE
OF
NAVARIN,
NOW EXHIBITING AT
THE PANORAMA, STRAND.
PAINTED BY THE PROPRIETOR,
ROBERT BURFORD,
FROM THE OFFICIAL PLANS AND DRAWINGS,
BY PERMISSION AND UNDER THE PATRONAGE OF
HIS ROYAL HIGHNESS THE LORD HIGH ADMIRAL.

LONDON:

Printed by J. and C. Adlard, Bartholomew Close,

1828.

Price Sixpence.

W.D.
8°
193
BR

DESCRIPTION
OF A
VIEW OF THE BATTLE
OF
A VIEW OF *Lisboa*
MADRID,
AND THE SURROUNDING COUNTRY,
INCLUDING THE
GUADARAMMA MOUNTAINS, AND THE ESCURIAL;
And a View of
RIO JANEIRO
AND
CITY OF ST. SEBASTIAN;
ARE NOW OPEN,
AT THE
PANORAMA, LEICESTER SQUARE.

BATTLE OF NAVARIN.

THE Victory of Navarin is unquestionably one of the most brilliant and decisive that has been achieved for a long series of years. The Turks, a fierce and obstinate people, were more than treble the Allies; they also greatly exceeded them both in the number of their vessels and in the size of their guns; the battle was also fought in their own port, under the fire of their batteries: yet, with these decided advantages, they were unable to withstand the determined bravery and cool intrepidity displayed by the British, and so ably seconded by their allies, the French and Russians. No action, perhaps, ever afforded a stronger proof of the prodigious superiority of European science over ignorance, enthusiasm, and blind desperation. The commands of Sir E. Codrington,* an officer of undoubted bravery, sound judgment, and great naval skill, were no sooner issued than they were promptly and vigorously executed. The Allies acted with such cordiality that they were, in fact, the squadron of one nation; the bold and rapid manœuvres of the vessels were extremely beautiful, and whatever opposed them was speedily overcome. The whole affair reflects the greatest credit on the skill which planned it, and is highly honourable to those by whom the plans were matured.

A slight glance at the circumstances which preceded this event will be sufficient to show that the Turks, by a breach of faith which no British commander could overlook, brought upon themselves the well merited and severe punishment which was inflicted for their dishonourable and vindictive conduct. In July, a Treaty was concluded between England, France, and Russia, for the protection of the suffering Greeks; a formal communication of which was made by the respective ambassadors to the Ottoman Court. The Sultan indignantly repelled the idea of admitting the interference of any foreign power in the affairs of Greece, and refused to take the European Treaty into consideration, probably doubting whether England, his old ally, would go to war on such a subject; yet he delayed the negotiations, and the Treaty was subsequently laid before the Divan. During this delay, Admiral Codrington,

* Sir E. Codrington entered the navy in 1783, and served under Earl Howe in the Channel. In 1793, he was made Lieutenant; served on board the Queen Charlotte in the battle with M. Villaret Joyeuse, June 1, 1794; and was entrusted with the duplicate dispatches. He was shortly after made Commander. In 1795, he was raised to the rank of Post Captain, and was in the action off L'Orient with Lord Bridport. In 1806, he commanded the Orion, and bore a share in the glorious battle of Trafalgar; for which he was honoured with a gold medal. In 1809, he commanded the Blake in the expedition to the Scheldt, and was mentioned in the dispatches in terms of the highest praise. In 1810, he was employed in the defence of Cadiz; and subsequently commanded a squadron off Catalonia. In 1813, he received a Colonelcy in the Royal Marines; and was advanced to the rank of Rear Admiral in 1814; and served as Captain of the Fleet on the American station, under Sir A. Cochrane.

who commanded the British, was joined off Navarin by Admiral De Rigny, with the French squadron; there being at this period thirty-two ships of the Turco-Egyptian fleet, laden with troops, cruising before the port, and many more within the port itself. On the 25th of September, the two Admirals had an interview with Ibrahim Pacha, the result of which was a suspension of the operations of the fleet until he received advices from Constantinople. No sooner, however, had the Allied Fleets dispersed, than Ibrahim, whether in obedience or in opposition to the orders of the Porte is not known, treacherously broke the conditions of the armistice, and made sail for Patras. This movement being communicated to Admiral Codrington at Zante, he immediately commenced pursuit, and found six frigates, eight corvettes, and twenty-three brigs at sea. Having intimated to Ibrahim that, if he persisted in his attempt, he should consider the armistice at an end, and feel it his duty to oppose him by force, the Pacha deemed it prudent to relinquish his object, and returned to Navarin.

The Genoa, Albion, and Cambrian, together with the French and Russian fleets, having joined by the 15th of October, the three Admirals finding that no reliance could be placed on the boasted Ottoman honour, took decisive measures for carrying the instructions of their Courts into effect. The Turks were obstinate, and two or three days were spent in fruitless negotiations: it was at length ascertained that the Pacha, despairing of getting to Patras by sea, had advanced part of his troops towards Maina, committing the most barbarous cruelties on the unfortunate inhabitants of the Morea, inhumanly butchering women and children, and carrying on a war of extermination, by burning and destroying every thing which came in his way. The few inhabitants of the villages who escaped his sword, and took refuge in the mountains, were hourly perishing of cold, fatigue, and hunger. Captain Hamilton, of the Cambrian, communicated these circumstances to Admiral Codrington, in a letter dated Kitries, October 18th, from which the following is an extract:

"I have the honour of informing you, that I arrived here yesterday morning, in company with the Russian frigate Constantine, the Captain of which ship had placed himself under my orders. On entering the Gulf, we observed, by clouds of fire and smoke, that the work of devastation was still going on. The ships were anchored off the pass of Ancyro, and a joint letter from myself and the Russian Captain was dispatched to the Turkish Commander. The Russian and English officers, the bearers of it, were not allowed to proceed to headquarters, nor have we yet received any answer. In the afternoon, we (the two Captains) went on shore to the Greek quarters, and were received with the greatest enthusiasm. The distress of the inhabitants driven from the plain is shocking: women and children dying every moment of absolute starvation, and hardly any having better food than boiled grass. I have promised to send a small quantity of bread to the caves in the mountains, where these unfortunate wretches have taken refuge. It is supposed that, if Ibrahim remained in Greece, more than a third of its inhabitants would die of absolute starvation."

Under these circumstances, it was determined at once to take a decided measure. The intentions of the Allies had been declared: time had been allowed for consideration; no answer had been given: indeed, the last letters had been returned by Ibrahim unopened. In the mean time, the object for which the Allies had assembled was evaded, and their power despised. It was therefore necessary either to abandon the object alto-

gether, or to teach the Turks that the forbearance shown proceeded from a wish to preserve their friendship, and not from any apprehension of their strength. The same evening, an agreement was signed by the three Admirals "to enter and take a position in the Port of Navarin, as a commodious means of renewing personal negotiations;" but, as the intentions of the Turks were not clearly understood, it was judged prudent to be prepared for the worst: the ships were therefore cleared for action, but the Admiral, in a spirited address, strongly enjoined all under his command not to fire a gun except in case of offence.

On the 20th of October, the combined squadrons bore up under a light sea-breeze, and entered the Bay of Navarin about two o'clock P.M. passing within pistol-shot of the forts without molestation. The Asia headed the line, and was followed by the Albion, Genoa, Dartmouth, Talbot, Rose, Philomel, Brisk, Musquito, Racer, and Hind, English; La Syrene, Scipion, Trident, Breslau, Armide, Alcyone, and Daphne, French; and the Azof, Alexander Newski, Gangonti, Ezekiel, Elena, Provornoy, Constantine, and Castor, Russians; followed at some distance by the Glasgow and Cambrian, which, together with some of the Russians, did not enter the bay until late in the afternoon. The Turkish fleet, consisting of 122 vessels,* of all sizes, was moored in a triple line, with springs on their cables, in the form of a crescent: the principal force, assembled towards the right on entering the harbour, was composed of four large frigates, then two ships of the line, a large frigate, another ship of the line, and several frigates of different sizes finishing the first line;—the second consisted of the remainder of the frigates, corvettes, and brigs; the transports, &c. were farther removed. The batteries of New Navarin were on the left flank, and did much execution on the Russians, who entered late; and six fireships were placed to windward, so as to bear down on the combined fleet in case of an engagement. The Asia, together with the Albion and Genoa, cast anchor along side the largest of the Turks; the French and Russians were opposed to the Egyptian heavy frigates; and the Dartmouth, with the smaller vessels, to the batteries and fireships.

The Dartmouth having cast anchor, Captain Fellowes, observing active preparations in one of the Brulots, or fireships, sent a boat off with a flag of truce, which was fired at, and most of the crew killed or wounded. The Dartmouth, in order to cover the return of the boat, opened a fire of musketry. About the same time two shot were fired from a corvette astern of the Syrene, on board which a man was killed; the other shot was directed against the Dartmouth: both ships then commenced firing. At the time this was passing at the entrance, Admiral Codrington sent a flag of truce to the Egyptian Commander, when his pilot, who went as interpreter, was treacherously killed. The firing then became general, and continued without intermission for four hours.

Ample particulars are admirably detailed in the dispatch of Sir E. Codrington, dated October 21, published in an Extraordinary Gazette on the 10th of November:—

* Three line-of-battle ships, four double-banked frigates, nineteen frigates, fourteen brigs, forty-two corvettes, and forty transports.

"Sir,—I have the honour of informing his Royal Highness the Lord High Admiral, that my colleagues, Count Heyden and the Chevalier de Rigny, having agreed with me that we should come into this port, in order to induce Ibrahim Pacha to discontinue the brutal war of extermination which he has been carrying on since his return here from his failure in the Gulf of Patras, the combined squadrons passed the batteries, in order to take up their anchorage, about two o'clock yesterday afternoon. The Turkish ships were moored in the form of a crescent, with springs on their cables, the larger ones presenting their broadsides towards the centre, the smaller ones in succession within them, filling up the intervals. The combined fleet was formed in the order of sailing in two columns, the British and French forming the weather or starboard line, and the Russian the lee line. The Asia led in, followed by the Genoa and Albion, and anchored close alongside a ship of the line bearing the flag of the Capitana Bey, another ship of the line, and a large double-banked frigate; each thus having their proper opponent in the front line of the Turkish fleet. The four ships to windward, part of the Egyptian squadron, were allotted to the squadron of Rear-Admiral de Rigny; and those to leeward in the bight of the crescent were to mark the station of the whole Russian squadron; the ships of their line closing those of the English line, and being followed up by their own frigates. The French frigate Armide was directed to place herself alongside the outermost frigate, on the left hand entering the harbour; and the Cambrian, Glasgow, and Talbot next to her, and abreast of the Asia, Genoa, and Albion; the Dartmouth and the Musquito, the Rose, the Brisk, and the Philomel were to look after six fire-vessels at the entrance of the harbour. I gave orders that no gun should be fired, unless guns were first fired by the Turks; and these orders were strictly observed. The three English ships were accordingly permitted to pass the batteries, and to moor, as they did with great rapidity, without any act of open hostility, although there was evident preparation for it in all the Turkish ships; but, upon the Dartmouth sending a boat to one of the fire-vessels, Lieutenant G. W. H. Fitzroy and several of her crew were shot with musketry. This produced a defensive fire of musketry from the Dartmouth and La Syrene, bearing the flag of Rear-Admiral de Rigny; that was succeeded by a cannon-shot at the Rear-Admiral from one of the Egyptian ships, which of course brought on a return, and thus very shortly afterwards the battle became general. The Asia, although placed alongside the ship of the Capitana Bey, was even nearer to that of the Moharem Bey, the commander of the Egyptian ships; and, since his ship did not fire at the Asia, although the action was begun to windward, neither did the Asia fire at her. The latter indeed sent a message "that he would not fire at all," and therefore no hostility took place betwixt our two ships for some time after the Asia had returned the fire of the Capitana Bey. In the mean time, however, our excellent pilot, Mr. Peter Mitchell, who went to interpret to Moharem my desire to avoid bloodshed, was killed by his people in our boat alongside. Whether with or without his orders, I know not; but this ship soon fired into the Asia, and was consequently effectually destroyed by the Asia's fire, sharing the same fate as his brother Admiral on the starboard side, and falling to leeward a mere wreck. These ships being out of the way, the Asia became exposed to a raking fire from vessels in the second and third line, which carried away her mizen mast by the board, disabled some of her guns, and killed and wounded several of her crew. This narration of the proceedings of the Asia would probably be equally applicable to most of the other ships of the fleet. The manner in which the Genoa and Albion took their stations was beautiful; and the conduct of my brother Admirals, Count Heyden and the Chevalier de Rigny, throughout was admirable and highly exemplary. Capt. Fellowes executed the part allotted to him perfectly, and, with the able assistance of his little but brave detachment, saved the Syrene from being burnt by the fire-vessels. And the Cambrian, Glasgow, and Talbot, following the fine example of Captain Hugon of the Armide, who was opposed by the leading frigate of that line, effectually destroyed their opponents, and also silenced the batteries. This bloody and destructive battle was continued with unabated fury for four hours, and the scene of wreck and devastation which presented itself at its termination was such as has been seldom before witnessed. As each ship of our opponents became effectually disabled, such of her crew as could escape from her endeavoured to set her on fire, and it is wonderful how we avoided the effects of their successive and awful explosions. It is impossible for me to say too much for the able

and zealous assistance which I derived from Captain Curzon, throughout this long and arduous contest; nor can I say more than it deserves for the conduct of Commander Baynes, and the officers and crew of the Asia, for the perfection with which the fire of their guns was directed: each vessel, in turn, to which her broadside was presented, became a complete wreck.

His Royal Highness will be aware that so complete a victory by a few, however perfect, against an excessive number, however individually inferior, cannot be acquired but at a considerable sacrifice of life: accordingly, I have to lament the death of Captain Bathurst, of the Genoa, whose example on this occasion is well worthy the imitation of his survivors. Captain Bell, commanding the royal marines of the Asia, an excellent officer, was killed early in the action, in the steady performance of his duty; and I have to mourn the death of Mr. Wm. Smith, the master, admired for the zeal and ability with which he executed his duty, and beloved by all for his private qualities as a man. Mr. Henry S. Dyer, my secretary, having received a severe contusion from a splinter, I am deprived temporarily of his valuable assistance in collecting and keeping up the general returns and communications of the squadrons; I shall therefore retain in my office Mr. E. J. T. White, his first clerk, whom I have nominated to succeed the purser of the Brisk. I feel much personal obligation to the Hon. Lieut.-Colonel Craddock, for his readiness, during the heat of the battle, in carrying my orders and messages to the different quarters, after my aide-de-camp was disabled; but I will beg permission to refer His Royal Highness for further particulars of this sort to the details of the killed and wounded; a subject which it is painful for me to dwell upon. When I contemplate, as I do with extreme sorrow, the extent of our loss, I console myself with the reflection that the measure which produced the battle was absolutely necessary for obtaining the results contemplated by the Treaty, and that it was brought on entirely by our opponents. When I found that the boasted Ottoman word of honour was made a sacrifice to wanton, savage devastation, and that a base advantage was taken of our reliance on Ibrahim's good faith, I own I felt a desire to punish the offenders. But it was my duty to refrain, and refrain I did; and I can assure His Royal Highness that I would still have avoided this disastrous extremity, if other means had been opened to me. The Asia, Genoa, and Albion have each suffered so much, that it is my intention to send them to England so soon as they shall have received at Malta the necessary repairs for their voyage. The Talbot, being closely engaged with a double-banked frigate, has also suffered considerably, as well as others of the smaller vessels; but I hope that their defects are not more than can be made good at Malta. The loss of men in the Turco-Egyptian ships must have been immense, as His Royal Highness will see by the accompanying lists obtained from the secretary of the Capitana Bey, which includes that of two out of three ships to which the English division was opposed. Captain Curzon having preferred continuing to assist me in the Asia, I have given the charge of my dispatches to Commander Lord Viscount Ingestre, who, besides having had a brilliant share in the action, is well competent to give His Royal Highness the Lord High Admiral any further particulars he may require.

I inclose, for His Royal Highness's further information, a letter from Captain Hamilton, descriptive of the proceedings of Ibrahim Pacha, and the misery of the country which he has devastated; a protocol of a conference which I had with my colleagues; and the plan and order for entering the port which I gave out in consequence.

(Signed)

EDW. CODRINGTON, Vice-Admiral.

The behaviour of the Allies produced a high and well-merited eulogium from the gallant Commander, who, in a letter addressed to them after the battle, says, "I am persuaded that there is no instance of a fleet of any one country showing more union of spirit and of action than was exhibited by the squadrons of the three Allied Powers in this bloody and destructive battle." The Egyptians and Turks at first fought extremely well, and their guns did great execution, as the state of our vessels will amply testify; but nothing could withstand the continued and well-directed fire to which they were opposed. They were also so

crowded with men that every broadside did frightful execution. Several times the crews were rallied by force, but to little purpose, and at last became so completely paralysed that they could not be brought to the guns, and, being unable to manage their ships, they in several instances resorted to the vindictive and dishonourable practice of setting them on fire, rather than surrendering: many exploded with the Turkish ensign flying.

In a battle fought at such close quarters, at anchor in smooth water, and exposed to the fire of batteries, the carnage must of necessity be great; but, taking these circumstances into consideration, as well as the great superiority of the force to which the Allies were opposed, the loss of life cannot be considered very heavy.

The English force was 11 ships	75 killed	197 wounded
French..... 7	—	40	141
Russian..... 8	—	59	137
Total..... 26		174	475

The loss of the Turks must have been immense: their two largest vessels lost, the one 650 men of 850, the other 400 of 850. Their whole loss is supposed to have been upwards of 6000 killed and 4000 wounded. The transports, victuallers, &c. took no part in the action, and but few were destroyed. Those which were engaged carried more than 2000 guns, some of very large calibre. They paid dearly "the penalty of their breach of faith: out of a fleet of eighty-one men-of-war, there remains only one frigate and fifteen small vessels in a state ever to be again sent to sea." (ADM. CODRINGTON'S *Letter*.)

Mr. Robert Burford has to remark that, in the position of the ships, the manner of attack, &c. he has strictly adhered to the official plans, which, by the most gracious permission of His Royal Highness the Lord High Admiral, he has been allowed to use; that the view of the town of Navarin, and the country surrounding the bay, are from drawings taken immediately subsequent to the battle, by Lieut. Thomas Finmore, R.M. of the Asia, under the inspection of Sir E. Codrington; and that, for various other indispensable information, he is indebted to the kindness of Commander Lord Viscount Ingestre.

No. 1. THE ASIA.

The Asia, supported by the Genoa, having anchored, was laid between two heavy line-of-battle ships, one bearing the flag of the Capitana Bey, the other the flag of Moharem Bey, who commanded the Egyptians. For some time the vessel of Moharem took no part in the action, but at the instant Sir E. Codrington sent his pilot (who was foully and deliberately shot as the boat went alongside,) to assure him he would not be attacked, he suddenly opened his fire, and his vessel, together with that of the Capitana Bey, were soon destroyed. The Asia then suffered very much, from being engaged between the first and second line: she lost her mizen mast and main yard. Sir E. Codrington remained on the poop during the whole of the action, and narrowly escaped a severe wound from a splinter, which fortunately struck on his watch, the case of which it much battered. His son received three wounds.

The Asia is a remarkably fine vessel, built on the most improved principle, with a circular stern, which, until very late years, has been a novelty in the navy: it was invented and introduced by Sir Robert Seppings, surveyor of His Majesty's navy.

Captain Bell, R.M. and 18 killed; 57 wounded.

No. 2. EGYPTIAN ADMIRAL.

Ibrahim Pacha was not present during the action, being engaged with his army in the work of destruction in the interior. "The Viceroy of Egypt, for some years past, has been gradually increasing his naval force, and his fleet consists of at least sixty vessels of war: of these, six or seven are frigates, which have been chiefly built in private docks at Marseilles, Leghorn, and Trieste; the others consist of corvettes, brigs, and schooners; and, with few exceptions, the whole of these vessels are of a very superior class, and in very excellent order."* In the present action, both in respect to their courage and in the management of their ships, the Egyptians proved themselves decidedly superior to the Constantinople Turks; but this was no doubt owing, in a great measure, to the fact of there being many foreign officers and seamen on board each vessel. There were a great many Frenchmen in the service of the Viceroy, who were recalled by Admiral de Rigny previous to the action, and who, with one exception, obeyed the summons, but the Egyptians had amply profited by their instruction and example.

No. 3. TURKISH ADMIRAL.

The carnage on board this ship was so immense, and the destruction so unexpectedly rapid, from the close and heavy fire of the Asia, that at last the men could only be rallied by force; their officers, however, instigated by the fear of the bowstring, or by their fatalism, kept their posts, and suffered severely for their resolution.

Mr. Green, late Consul in the Morea, gives a very despicable account of the Turkish navy, at the time of his residence there: "The Turkish naval force proper, or that which is furnished from the arsenal at Constantinople, consists of five or six three-deckers, six or eight 74s, thirty frigates, &c. &c. There is no regular marine, but, whenever the ships are to be manned for an expedition, an impressment takes place: the gangs run into the coffee and wine houses, where the lower orders resort, and seize all indiscriminately; nay, people quietly walking the streets do not escape. A more efficient race of sailors is found among the traders of the Black Sea and the boatmen of the Bosphorus, and these are impressed without mercy. The officers of the fleet are chosen from among the soldiery, and their nomination is a matter of interest, resting in the hands of the Capoudan Pacha. Nautical skill may truly be said not to exist among the Turks. With such a crew, it is a matter of surprise how they manage to navigate at all; but the fact is, the vessels are steered by Europeans, while the fighting part belongs exclusively to the Turks."

No. 4. HIND,

Tender to the Asia, armed with six 12-pound carronades, and manned from the Asia, by Lieut. Robb and thirty seamen. She unfortunately fell foul of one of the Turkish 74s; the cutter's main boom hung in her stern port, and held her fast. The Turks made strenuous efforts to board, without success. The conduct of Lieut. Robb was perfectly heroic: he is safe, but lost four killed and eight wounded of his little crew.

No. 7. THE DARTMOUTH

Was dispatched for the purpose of noticing the fireships: on sending a boat to one in which preparations were making, a discharge of musketry killed Lieut. Fitzroy and several of the crew.—Admiral de Rigny writes, "Allow me to take this opportunity of returning my thanks to Captain Fellowes, for the assistance which the Syrene received from the boats of the Dartmouth, when, with much skill and bravery, they attacked and turned off the fireship ready to come down upon us."—6 killed, 8 wounded.

Immediately behind the Dartmouth is the landing place to New Navarin, above which is the Egyptian camp; the tent of Ibrahim may be distinguished above the rest, it being of green silk. "Each regiment of the Pacha's army originally consists of 4000 Arabs, clothed in red cloth jackets, trowsers, and skullcap, and armed with a musket and bayonet. The officers are Asiatic and other Turks; the serjeants, &c. Arabs. They are certainly the most despicable troops imaginable, there being scarcely a fine-looking man amongst them; added to which, they have almost universally suffered from the ophthalmia, and have either lost an eye,

* Green's Greece.

squint, or are short-sighted. Since their arrival in the Morea, the uniforms of many have given place to all kinds of grotesque clothing, acquired by pillage,—such as women's petticoats, Albanian kilts, &c. They make up, however, for their appearance by their behaviour, being exceedingly obedient and apt at learning military evolutions; added to which, they never by any chance complain, and stand fatigue remarkably well. There are no regular cavalry, the officers, medical staff, and commissariat only are mounted.* Ibrahim has about 35,000 of these troops in the Morea.

No. 8. SYRENE,

Bore the flag of Admiral de Rigny, and headed the French line. By a bold manœuvre, she was placed in a vacancy, which exposed her to the fire of three Egyptian frigates, against whom she had to contend for more than an hour. Her fire was served with almost incredible activity, and was irresistible; fighting yard-arm and yard-arm within less than pistol-shot, her masts and rigging were cut in such a way, that, when the double-banked Egyptian frigate which was on her beam blew up, the shock caused by the explosion was so powerful that her main and mizen masts came by the board; at the same time she was covered with fragments of the burning wreck. Admiral de Rigny shifted his flag to the Trident.—21 killed, 42 wounded.

No. 9. NAVARIN,

Called, by the Turks, Nabarino or Avarin, and, by the Greeks, Neo Castron. It stands on a promontory at the foot of Mount Temathia, and extends a quarter of a league from east to west, but is much less considerable in width. It is surrounded by a wall without a ditch. The height which commands the city and the entrance to the bay is a little hexagon, defended by five towers at the external angles, without ditches, outworks, or ramparts. The artillery consists of about forty iron guns. These fortifications were built in 1572, and were never repaired until the war with the Russians in 1770. It has only two gates. The streets are narrow and dirty, and follow the inequalities of the ground, and present nothing to strike the eye of a traveller but some mutilated marble columns which support the front of the principal mosque. The soil of the surrounding country is of a red colour, and is remarkable for the production of a great quantity of squills. Rocks are seen in every direction, but scarcely any appearance of trees. The population of the city and vicinity was very numerous before the Egyptian invasion, when they mostly retired into Arcadia. The town fell into the hands of the Greeks at an early period of the revolution. The Egyptians appeared before it in March 1825, and having erected a battery at the foot of Mount St. Nicolas, and another on the road to Modon, and having cut off the aqueduct, they made repeated attacks, so that, by the close of April, most of the buildings had been destroyed by the shells. On the 8th of May, the Egyptian fleet took Sfagia; and, on the 10th, their supplies being cut off, Hadgj Christo, with about 800 men in Old Navarin, capitulated. On the 12th, the siege of the town was renewed with fresh vigour. Unable to withstand the determined attacks of at least 10,000 men, with forty-six pieces of cannon and ten mortars, the garrison, which was about 900 strong, without provisions, water, or ammunition, opened negotiations, and finally surrendered the town to Ibrahim on the 25d,

No. 12. BRISK,

Destroyed a fireship, and was otherwise serviceable.—1 killed, 3 wounded.

No. 13. TRIDENT,

Captain Maurice, supported the Syrene by a well-directed and well-sustained fire on the frigates which had attacked her on the bow and on the quarter.—7 wounded.

No. 14. SCIPION,

Laid herself across two large frigates, whose broadsides were both upon her besides being under the batteries, which rained a deluge of 24 and 48-pound shot. During the action, the Turks sent down a fireship, which succeeded in lying close to the larboard bow, and, swinging under the bowsprit, set her on fire: the jibs, fore-stay sails, bowsprit, and cordage of the foremast, fell a prey to the flames, which, driven abaft by a fresh breeze from the south, set the 36th gun on fire through the porthole. Several of the men were grievously wounded by the ex-

* Green's Greece.

plosion of the cartridges in their hands. Three times the fire caught several parts of her ship, but her guns did not cease. In this critical situation, Captain Milius ordered the iron cable to be slipped, and the foresail and fore topsail to be set. At this time the master gunner came on deck, to ask if he should flood the powder, as the fire was fast gaining on the fore magazine? The answer of the brave Captain Milius was "Non, vive le Roi!" which was re-echoed by the crew with enthusiasm. Having extricated herself from the fireship, she took a position where her broadside bore against the battery, and her other guns on some of the Turks.—2 killed, 36 wounded.

No. 16. ENTRANCE TO THE BAY.

The Bay of Navarin is the most spacious in the Morea, and one of the finest in the world. From the new to the old town it extends three leagues and is about one league in depth, from Sfagia to the main land. It is pointed out from the sea by the ruined fortress of Old Navarin, seated upon a rock at its northern extremity. On the south, a curious conic mountain rises on a line with the new town, called Pilaf, or Pilaw Tepe. There are three passes; the first and largest under the guns of the new town; the second between a high rock and the island, defended by a small fort,—this admits only boats; and the third at the western extremity of the island, which is very difficult and dangerous, unless guided by a skilful pilot. The port is capable of sheltering the most numerous fleets; it was chosen by the Sultan Ibrahim in 1644, as the rendezvous of a naval armament of 200 vessels, for the attack of the Island of Candia. To the north and north-east, the bay is inclosed by high mountains, thinly scattered with pines. Two Russian vessels, the Constantine and Castor, are seen making their way in.

No. 17. PHILOMEL,

Sunk a fireship by her second broadside; also a 12-gun brig. She was then opposed to a Turkish frigate, and would inevitably have been destroyed but for a Russian frigate, which ran in between and saved her.—1 killed, 7 wounded.

No. 18. MUSQUITO.

Was opposed, with the other small vessels, to the batteries and fireships.—2 killed, 4 wounded.

No. 20. CAMBRIAN.—No. 21. GLASGOW.

These two vessels having been detached from the squadron, did not enter the bay until late in the engagement.—The Glasgow, 2 wounded; the Cambrian, 1 killed, 1 wounded.

No. 22. SPHACTERIA.

The Island of Sfagia, or Sphacteria, is celebrated in history by the massacre of the Lacedæmonians in the Peloponnesian war, and yet exhibits vestiges of the walls which probably served as their last refuge. The island is almost perpendicular on the side of the sea, and has, by the violence of the waves, been separated into two or three parts, so that boats can pass in calm weather from the open sea into the bay. On one of the portions so formed are the remains of a Turkish Santon, or Saint's Tomb. This island was taken by the Egyptian fleet; effecting a landing on the 8th of May, 1825. The Greeks, in about an hour, lost 500 men. Prince Mavrocordato escaped on board a brig, which gallantly fought its way through the fleet. Count Santa Rosa was not so fortunate,—he lost his life.

No. 25. THE ROSE.

The Rose had a very narrow escape from the explosion of a fireship: the intrepid Captain Davies hardly quitted her in sufficient time to save himself. The French Admiral writes, "From a detailed report made by Captain Hugon, of the Armide, the excellent manœuvres of Captain Davies, when the Rose came and resolutely cast her anchor within pistol shot of two Turkish corvettes, relieved the Armide in a few minutes from her unfavorable position. At the same time, it is a great pleasure to me to assure your Excellency that, on this occasion, Captain Davies did every thing that could be expected from a brave and experienced officer."—3 killed, 15 wounded.

No. 26. THE TALBOT.

The gallant Commander of the Talbot, relying for support on the ships astern, ran her into a position where she had to withstand the fire of three frigates and a

corvette for twenty minutes, when she was relieved by the Armide, who, in a noble manner, pushed in between the Talbot and her too powerful adversaries, and succeeded in capturing one of the frigates: the second struck to the Talbot; and the third was engaged some time after by the Alexander Newski, who in half an hour reduced her to a wreck, and she blew up.—6 killed, 17 wounded.

No. 27. ARMIDE,

At the commencement of the action, was with the Talbot on the left of the crescent, and was exposed to the fire of several of the Turkish frigates until the arrival of the Russians. The manœuvres were skilful, and procured for Captain Hugon the following enlogium from Admiral Codrington:—"Although it was my wish to avoid entering into any particular details, the general expression of the Captains of the British ships who were near the Armide call upon me to say, that the conduct of the Capitaine Hugon entitles him to the marked consideration of your Excellency."—14 killed, 25 wounded.

No. 28. ALEXANDER NEWSKI, (RUSSIAN.)

5 killed, 7 wounded.

No. 31. AZOFF,

Bore the flag of Count Heiden, the Russian Admiral.—24 killed, 67 wounded.

No. 32. NAVARIN VECCHIO.

Old Navarin consists of a fort and castle of mean construction, and in a very ruinous state, covering the summit of a hill, sloping quickly towards the south, and falling in abrupt precipices to the north and east. This situation agrees perfectly with Thucydides's description of Pylos, and, from various remains of antiquity in the neighbourhood, there can be but little doubt of its identity. A village of about sixty houses on the southern foot of the mountain still retains the name of Pylos; there is even a cave which the Greeks call the Stable of Neleus, the father of Nestor, so celebrated by Homer in the Trojan war; but not the slightest vestige of the Temple of Minerva has been spared by time. The country about is arid and sandy.

No. 33. BRESLAU.

Capt. M. de la Bretonniere first fought under sail where his presence was most wanting, and afterwards at anchor. She placed herself between the Russian Admiral and two large Turkish frigates, and was of essential service; for which, after the affair, Admiral Heiden warmly expressed his gratitude. Captain B. was wounded in both legs by a splinter.—1 killed, 14 wounded.

No. 35. THE ALBION.

The Albion was opposed to the largest of the Egyptian line-of-battle ships after the two Admirals, and behaved most gallantly. The seamen are in the act of boarding.—10 killed, including Captain C. J. Stevens, R.N.; 50 wounded.

No. 36. THE GENOA

Was closely engaged during the whole of the action, and was so much damaged that she has since been sent home for repairs. Several stone shot, weighing upwards of 100 pounds, have been found in her. At the time represented, she has just succeeded in sinking an Egyptian double-banked frigate. Behind her may be seen the second and third lines of the Turkish ships; and, at a greater distance, the transports, &c.

Captain W. Bathurst, her Commander, a gallant and experienced officer, met with a most honourable death.—26 killed, 33 wounded.

